

SENATOR KNOX FOR PRESIDENT

Pennsylvania Republican State Convention Endorses Him for Party's Standard-Bearer.

IS FOR PROTECTIVE TARIFF.

Calls for Speedy Prosecution of Those Engaged in the State Capital Furnishing Frauds.

Harrisburg, Pa., June 6.—The endorsement of United States Senator Knox for the presidency, the nomination of John O. Shoemaker of Philadelphia for state treasurer and the adoption of a platform endorsing the policy and administration of President Roosevelt were the net results of today's Republican state convention.

The platform also commends the course of the Fifty-ninth Congress, indorses the action of Senators Pennington and Knox and the Pennsylvania delegation to Conferees, particularly in upholding the hands of President Roosevelt; declares adherence to the principle of tariff protection; commends the administration of Governor Stuart and the work of the recent legislature, and in the most speedy prosecution of those who profited by the alleged frauds in furnishing, and equipping the new state capital.

THE PLATFORM.

The platform adopted by the convention is a departure from those of previous state conventions in that more than two-thirds of it is devoted to national affairs. President Roosevelt's administration is given a high commendation, the concluding paragraph of that part of the platform reading as follows:

"This convention heartily renews the expression of confidence that has come so freely and emphatically and directly from the Republicans of Pennsylvania, in the integrity, wisdom and devotion to the public good of Theodore Roosevelt, with equal heartiness we record our approval of the work of his administration and we pledge the Republican party of Pennsylvania to a loyal adherence to the policies inspired by the principle of equality of right and opportunity to all."

The platform then indorses United States Senator Knox for the presidency and presents him to the Republicans of the other states as Pennsylvania's candidate for the presidency before the Republican convention of 1908.

Continuing the platform says:

"We commend the course of the Fifty-ninth Congress, which, without attempted confiscation of property or rights or any spirit of unfairness and injustice to those who have interests in carrying and other corporations, nevertheless passed most important legislation for the proper regulation and control of corporations and trusts and the punishment of improper practices. We commend the course of our Congress and approve the action of our United States senators and representatives in the said Congress and particularly in upholding the hands of President Roosevelt.

"The representatives of Pennsylvania believe the payroll of American labor should continue to be higher than that of any other nation and the average American laborer should be able to live on his earnings. President Roosevelt has publicly declared that the general tariff policy of which, without regard to changes in detail, he believes to be irreversibly committed, is fundamentally based upon the recognition of the difference in the labor cost here and abroad.

"We indorse those declarations and declare our unfaltering adherence to the great principle of protection to American labor, American industries and American products."

STRIKE BREAKERS LEAVE.

San Francisco, June 5.—One hundred and fifty men who were brought here from the east by the United railroads to fill the places of striking carmen, left the city on Saturday morning for the west. The men, who had been contracted and they refused to sign contracts calling for the running of cars at night.

IRON WORKERS' STRIKE.

While Supposed to Have Been Settled, Foundries Are Not Reopened.

San Francisco, June 5.—While the strike of the 5,000 iron workers, which indirectly threw about 10,000 more out of work, was supposed to have been settled, none of the iron works, foundries or shops have yet reopened and resumed work. The men have not returned because of dissatisfaction over the terms of settlement. The union committee and a committee of the Metal Trades association, representing the iron workers, previously announced that the settlement must be ratified by the 25 unions comprising the district. The iron trade union, however, and much opposition to the ratification is being encountered. Tonight the men are still out on strike.

WANTS LAND REFUND.

Lorenzo Price, Jr., Petitioner for Writ of Mandamus Against Board.

A petition for a writ of mandamus has been filed in the district court by Lorenzo Price, Jr., against Gov. John C. Culver, Secretary of State Tingey and Gen. James H. Hays, commissioners of the state board of examiners, to compel them to approve plaintiff's claim of \$4,357.15 for a refund on some land upon which F. S. Orange died and afterwards assigned his claim to plaintiff. Price claims that he paid to the state the sum of \$5,500 which is the appraised value of the land, and he alleges that he is entitled to a refund of three-fourths of that amount under the law. The state board of examiners refused to approve his claim and it was returned down by the legislature. He now asks that the board be compelled to approve the same so that it may be paid. The land in dispute is lot 2, block 14, and 15, block 11, five-acre plat C, Elk Field survey, located in this county.

SUIT FOR DAMAGES.

Sam Ross Seeks to Recover \$5,325 From Rio Grande Western.

Sam Ross has filed suit in the district court against the Rio Grande Western Railway company to recover damages in the sum of \$5,325 for injuries alleged to have been received in March of this year. It is alleged that plaintiff was attempting to drive across the tracks of defendant when an engine struck his wagon. His horse was killed, his wagon demolished and he was thrown to the ground and severely injured internally. He claims that the company was running its engine at a very high rate of speed and did not give any warning of its approach. By reason of the negligence of the company he alleges that he has been damaged in the sum mentioned above.

COURT NOTES.

An action has been filed in the district court by Thomas Mann against Peter Buller et al., to quiet title to the south half of lot 2, block 31, plat G, Salt Lake City survey.

Suit has been filed in the district court by P. J. Peterson against B. B.

railroads controlled by him as a result of the investigations of the interstate commerce commission, will be held at the White House Friday. The president is anxious that some conclusion may be reached before he leaves the city for the summer, next Wednesday.

CHAMBERLAIN'S PAIN BALM.

It is an antiseptic liniment and prevents blood poisoning resulting from a cut, bruise or burn. It also cures the pain of rheumatism, neuralgia, toothache, headache, and in much less time than when the usual treatment is employed. It relieves the pain of a burn almost instantly. For sale by all druggists.

WANTED HIS INSURANCE.

This Was Cause of Trouble With Wife, Says B. F. Estes.

The refusal of Benjamin F. Estes to deed all his property to his wife, Branda S. Estes, and to make out all of his life insurance in her name instead of having part of it for his crippled son, is the cause of trouble for him. He filed a divorce against him in the district court; so alleges Estes in his answer and cross-complaint filed yesterday afternoon. The case was argued on Sept. 28, 1905, and soon thereafter he requested him to deed all of his property, valued at about \$10,000, to her, and he refused to do so. She then flew into a rage and called him vile and abusive names. He alleges that part of his insurance was in his wife's name and part in his son's name, but Mr. Estes wanted all of it in her name and asked him to change it. This request was also refused, whereupon she again called him vile names and hit him with her fists.

During the summer of 1905 she declared that she was going to have a good time with other men while her husband was in the road run, and she did not care for him, or what he said about it. She also told him that she was going to Springfield, Mo., to see her old sweetheart, and to have a good time with him. On May 17, 1907, he alleges that she threw a pair of shears at him and then attempted to choke him and he was compelled to throw her down on the floor and sit on her. Even then he claims that she bit his side so that it is sore yet. He denies all of the allegations of her and in regard to treating her in a cruel manner, and asks that her complaint be dismissed, and that he be granted a divorce.

PETITION IS FILED.

J. L. Sackett Says Judgment Found Against Him Was Not Legal.

A petition for a writ of prohibition has been filed in the district court by J. L. Sackett against the Peace and Order Committee of the City of Salt Lake City, and L. V. Snow, to prohibit them from taking any further action in a case brought by L. V. Snow against Sackett. Sackett was defendant in the case during the trial in 1905. Snow secured judgment against Sackett in the sum of \$300, and that said judgment was fraudulently and illegally secured for the reason that he was never served with a summons in the case and when employed James S. Perry to appear as counsel for Sackett, so as to mislead the court. It is alleged that Perry had authority to represent Sackett and the judgment rendered in the case is illegal. Judge Ritchie issued the writ of prohibition, which is returnable on Saturday.

ARBITRATION IN FAVOR.

Another agreement to arbitrate the damages done by smoke from the smaller between 528 farmers and county and the American Smelting and Refining company has been filed in the district court. The arbitrators named in the agreement are J. R. Carlisle, A. P. Doremus and J. G. M. Barnes.

B. G. W. NOT RESPONSIBLE.

Supreme Court Affirms Judgment in The George Edgar Case.

The supreme court has handed down an opinion affirming the judgment of the lower court in the case of Jennie Edgar, the husband and father of plaintiff, who was killed at Park City on July 5, 1905, while employed as a fireman. The engine on which Edgar was working ran into an open switch and jumped the track and he was crushed to death.

The company contended that Edgar was guilty of contributory negligence and that he also assumed the risk of his employment. It made a motion for judgment on the conclusion of plaintiff's evidence and the motion was granted. The supreme court now holds that the evidence did not show that the company was responsible for the death, hence the judgment of the lower court is affirmed. Chief Justice McCarthy wrote the opinion of the court, which was concurred in by Justices Stroup and Frick.

TWO BANKRUPTCY CASES.

Two cases in bankruptcy have been filed today in the office of the clerk of the federal court, and in the afternoon Judge Marshall will hear the cases. The first was that of Daniel Densley, Jr., of Riverton, Utah, and the amounts scheduled as liabilities are \$1,000. The second case is that of a farmer, and says that he owes \$5,000, while his assets are placed at \$3,225. The other petitioner is Clarence Peterson, a butcher of this city, whose debts are \$1,000, while his assets are \$1,552.50, consisting for the most part of bills receivable.

WANTS LAND REFUND.

Lorenzo Price, Jr., Petitioner for Writ of Mandamus Against Board.

A petition for a writ of mandamus has been filed in the district court by Lorenzo Price, Jr., against Gov. John C. Culver, Secretary of State Tingey and Gen. James H. Hays, commissioners of the state board of examiners, to compel them to approve plaintiff's claim of \$4,357.15 for a refund on some land upon which F. S. Orange died and afterwards assigned his claim to plaintiff. Price claims that he paid to the state the sum of \$5,500 which is the appraised value of the land, and he alleges that he is entitled to a refund of three-fourths of that amount under the law. The state board of examiners refused to approve his claim and it was returned down by the legislature. He now asks that the board be compelled to approve the same so that it may be paid. The land in dispute is lot 2, block 14, and 15, block 11, five-acre plat C, Elk Field survey, located in this county.

SUIT FOR DAMAGES.

Sam Ross Seeks to Recover \$5,325 From Rio Grande Western.

Sam Ross has filed suit in the district court against the Rio Grande Western Railway company to recover damages in the sum of \$5,325 for injuries alleged to have been received in March of this year. It is alleged that plaintiff was attempting to drive across the tracks of defendant when an engine struck his wagon. His horse was killed, his wagon demolished and he was thrown to the ground and severely injured internally. He claims that the company was running its engine at a very high rate of speed and did not give any warning of its approach. By reason of the negligence of the company he alleges that he has been damaged in the sum mentioned above.

COURT NOTES.

An action has been filed in the district court by Thomas Mann against Peter Buller et al., to quiet title to the south half of lot 2, block 31, plat G, Salt Lake City survey.

Suit has been filed in the district court by P. J. Peterson against B. B.

NEW TIME CARD ON THROUGH TRAINS

Summer Schedule Will Lengthen Out Running Time Across Continent.

Will Connect at Denver.

Overland Limited Will be Three Hours Longer Between Chicago and San Francisco.

The Salt Lake traveling public will be interested in the changes about to take place in the running time of trains, east and west, about to be announced from the headquarters of the various transcontinental routes passing through this section. The summer schedule will go into effect June 9, and while the complete figures are not yet ready for publication, the time on the through trains, and consequent changes in arrival and departure at terminal points is given herewith.

CHICAGO SPECIAL. The Chicago special, eastbound No. 12, will leave Denver at 12:35 noon, instead of 4:35 p. m., as formerly. The train that connects with the Chicago special out of Salt Lake is No. 6 on the Denver & Rio Grande, leaving here on present schedule at 8:50 a. m., arriving at Denver next morning at 10:55, making one hour and 40 minutes' wait in Denver before the departure of the Chicago special. Heretofore no connections were made in the morning by No. 6 with trains out of Denver for the east, and this change will be welcomed by passengers taking this route east.

CHICAGO SPECIAL, westbound No. 11, will leave Chicago at 9:25 a. m., instead of 7 p. m., arriving at Denver at 4:25 next afternoon, instead of at 9:30 p. m. The old train did not connect with anything out of Denver for the west, but will now connect with D. & R. G. No. 3, leaving Denver at 8 p. m., and arriving at Salt Lake at 11 p. m. the following day.

OVERLAND LIMITED.

The Overland Limited, eastbound No. 2, will leave San Francisco at 10 a. m., reaching Chicago on the third day at 12:30 p. m., instead of leaving San Francisco as formerly, at 11 a. m., arriving at Ogden at 2:30 p. m., and arriving at Chicago at 9 a. m. on the third day.

Overland Limited, westbound No. 1, will leave Chicago at 6 p. m., leave Omaha at 8:55 the next morning, arriving at San Francisco at 8 p. m. on the third day, instead of leaving Chicago at 9:02 p. m., leaving Omaha at 9:56 a. m., arriving at Ogden at 4:50 p. m. and at San Francisco at 7:25 p. m. on the third day.

The Overland Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

Los Angeles Limited, No. 7, westbound will leave Chicago at 10 p. m., arriving at Omaha at 12:30 p. m., on the third day, leaving Omaha at 8 p. m., arriving at Salt Lake at 11:55 a. m. on the third day. The new schedule on the Los Angeles Limited will make a four-minute run between Los Angeles and Chicago than the former service.

NEW TIME CARD ON THROUGH TRAINS

Summer Schedule Will Lengthen Out Running Time Across Continent.

Will Connect at Denver.

Overland Limited Will be Three Hours Longer Between Chicago and San Francisco.

The Salt Lake traveling public will be interested in the changes about to take place in the running time of trains, east and west, about to be announced from the headquarters of the various transcontinental routes passing through this section. The summer schedule will go into effect June 9, and while the complete figures are not yet ready for publication, the time on the through trains, and consequent changes in arrival and departure at terminal points is given herewith.

CHICAGO SPECIAL. The Chicago special, eastbound No. 12, will leave Denver at 12:35 noon, instead of 4:35 p. m., as formerly. The train that connects with the Chicago special out of Salt Lake is No. 6 on the Denver & Rio Grande, leaving here on present schedule at 8:50 a. m., arriving at Denver next morning at 10:55, making one hour and 40 minutes' wait in Denver before the departure of the Chicago special. Heretofore no connections were made in the morning by No. 6 with trains out of Denver for the east, and this change will be welcomed by passengers taking this route east.

CHICAGO SPECIAL, westbound No. 11, will leave Chicago at 9:25 a. m., instead of 7 p. m., arriving at Denver at 4:25 next afternoon, instead of at 9:30 p. m. The old train did not connect with anything out of Denver for the west, but will now connect with D. & R. G. No. 3, leaving Denver at 8 p. m., and arriving at Salt Lake at 11 p. m. the following day.